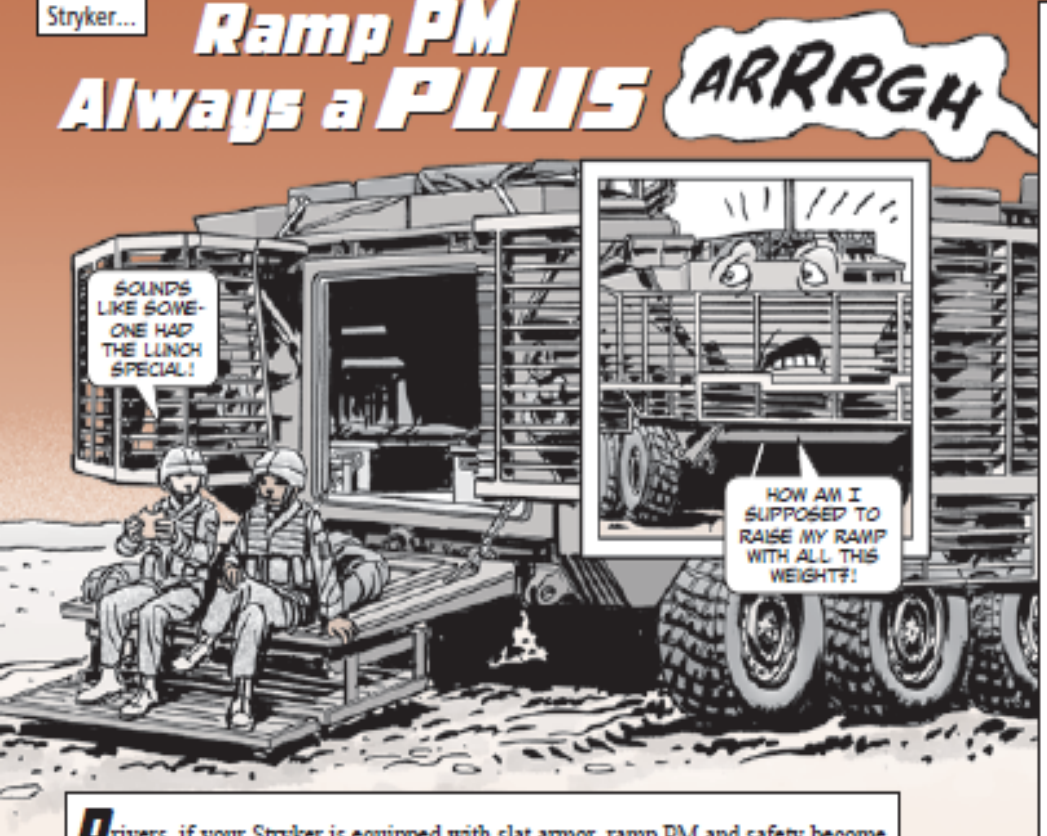
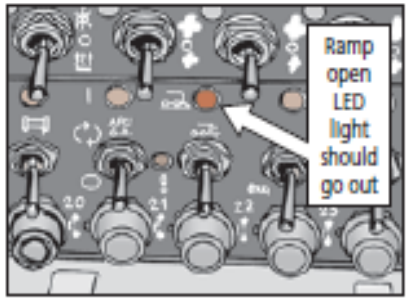
Stryker...

Ramp PM Always a PLUS



Drivers, if your Stryker is equipped with slat armor, ramp PM and safety become more important than ever. So follow these tips to keep your ramp—and everyone around it—functioning properly.

- Tap the horn twice and then wait a few seconds before raising or lowering the ramp. That gives others a warning and enough time to get out of the way.
- Before closing the ramp, make sure the vehicle has enough air pressure built up—above 90 psi. Otherwise, the ramp locks may not engage completely. Check to make sure the ramp open LED goes out.

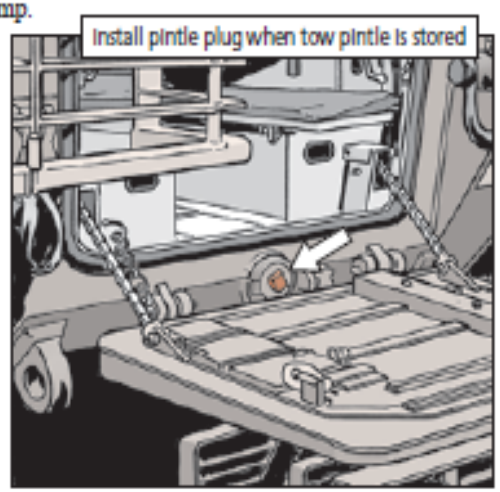


If you're closing the ramp from the squad compartment, make sure the cam locks rotate all the way to the closed position.

A Stryker pointed downhill on a slope of more than 15° may need a push from inside the vehicle to open the ramp.

- You cannot lower the ramp fully if the tow pintle is installed. The ramp will hit and bend the pintle shaft. So remove and stow the pintle until it's needed.

When removing the tow pintle, make sure you install the pintle plug, NSN 5340-20-001-0203. That keeps dirt and moisture out of the vehicle. You'll also need an O-ring, NSN 5331-00-585-1068, and a lock pin, NSN 5315-01-328-5286, to install the plug.

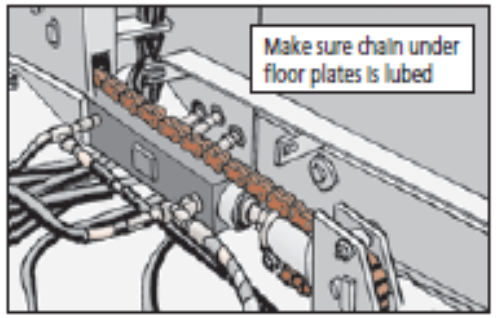


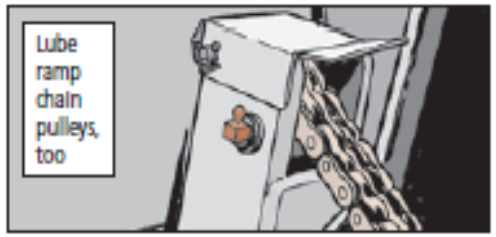
- Never exceed the load capacity for the ramp and ramp door. The ramp chains may stretch or break and you can ruin the hydraulics.

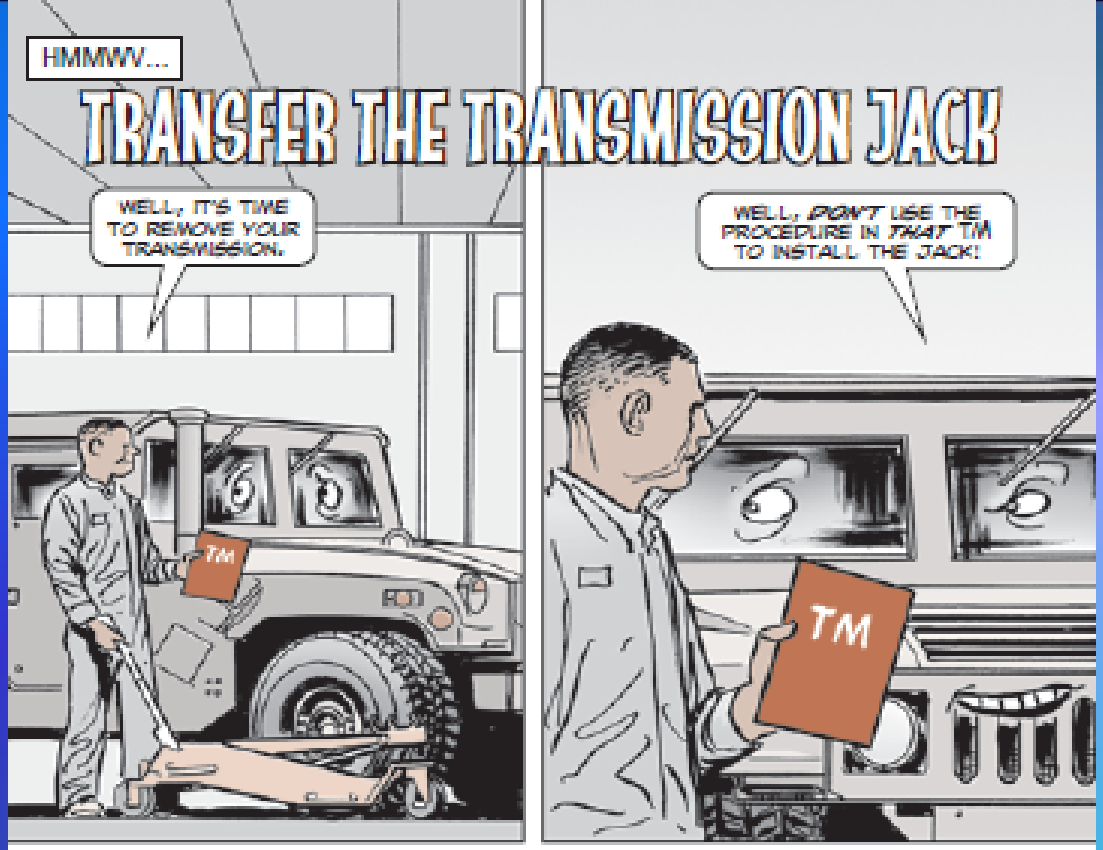
The ramp's load capacity is 1,000 pounds. The door's load capacity is 500 pounds.

Always raise or lower the ramp completely. Don't lower the ramp partially to give soldiers a seat or to carry equipment, especially when slat armor is installed.

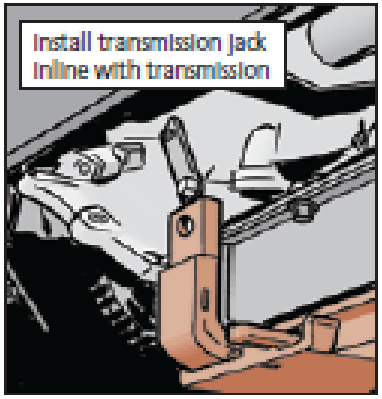
- Remove any water buildup under the floor plates, then have your mechanic give the ramp chains a light coat of GAA semiannually to prevent rust. Make sure he gets all of the chain, too. Sometimes only the portion of the chain that shows when the ramp is down gets lubed. With slat armor installed, there's about another three feet of chain that's hidden under the floor plates.
- Give the ramp chain pulleys a few shots of GAA, too. A well-greased ramp chain won't do much good if the pulleys seize up.






HMMWV...
TRANSFER THE TRANSMISSION JACK
WELL, IT'S TIME TO REMOVE YOUR TRANSMISSION.
TM
WELL, DON'T USE THE PROCEDURE IN THAT TM TO INSTALL THE JACK!
TM

Word from the field is that the Gray model MM-2000 transmission jack, NSN 4910-00-585-3622, can't be installed correctly from the side of the vehicle shown in the drawing in Task 7-6 on Page 7-11 of TM 9-2320-280-34 (Jan 96, w/Ch 2, Jul 04). So TACOM LCMC plans to make this clear in a future update to this TM and TM 9-2320-387-24-2.



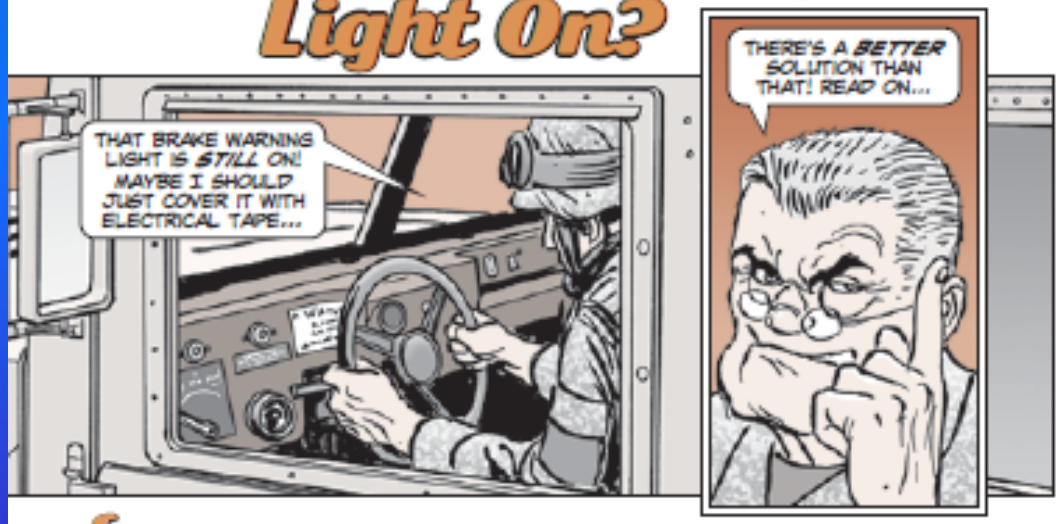
The transmission jack should only be installed inline with the transmission, **not** at a 90° angle to the transmission. The open front of the jack should face the front of the vehicle. This allows a support to be placed near the rear of the engine. It also allows you to properly install the transmission on the jack.

This same information is found in TACOM MAM 08-035. Use this link to eyeball it online:

https://aeps2.ria.army.mil/commodity/Mam/Tacom_WN/08/mam08-035.html

HMMWV...

Brake Warning Light On?

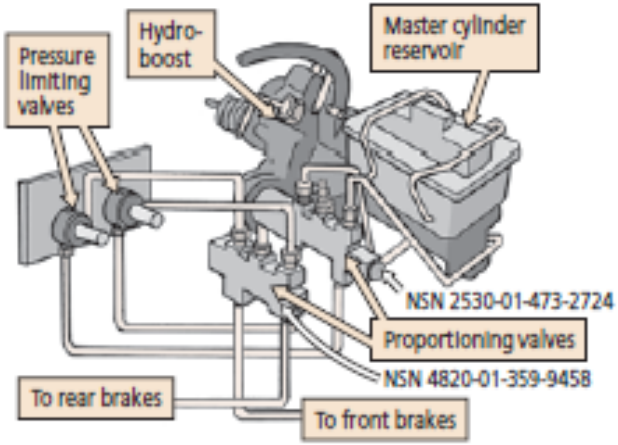

THAT BRAKE WARNING LIGHT IS STILL ON! MAYBE I SHOULD JUST COVER IT WITH ELECTRICAL TAPE...
THERE'S A BETTER SOLUTION THAN THAT! READ ON...

Something is wrong when the brake warning light stays on (no kidding!). But before you replace any parts, make sure you bleed the vehicle's brake lines.

Air trapped in the lines can cause the light. Your time and new parts can be wasted if you don't bleevd the brakes first.

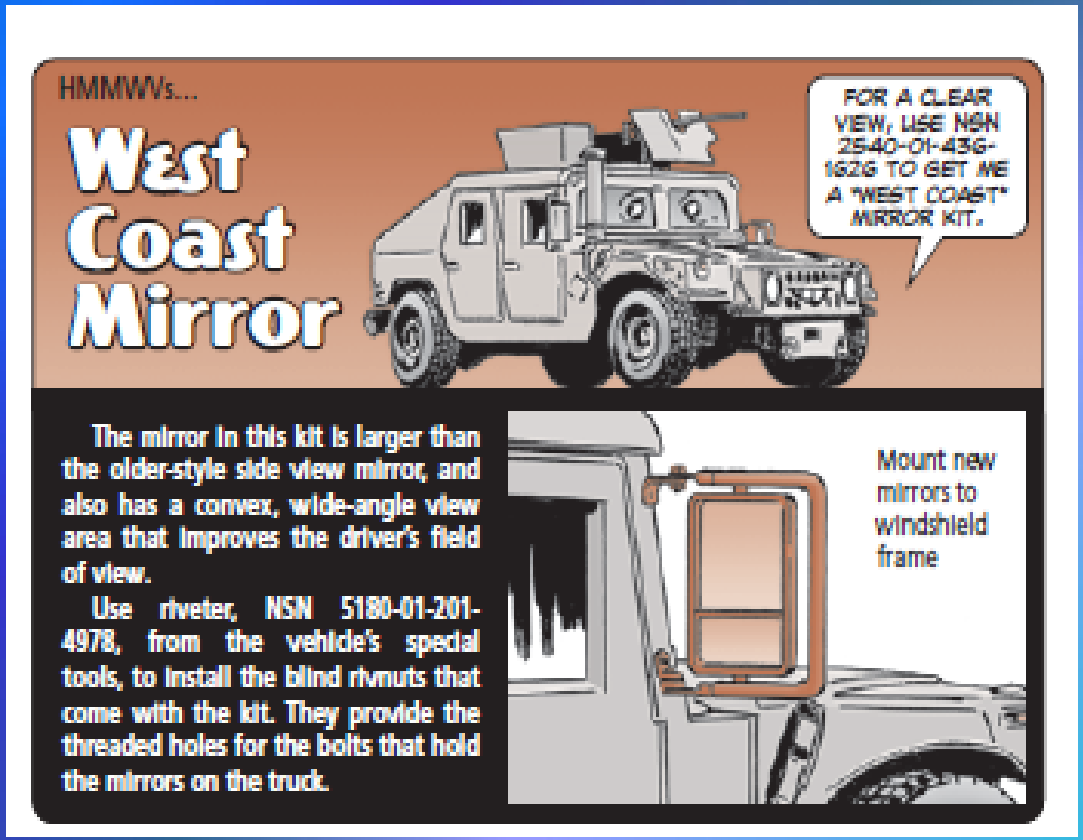
If the light stays on after bleeding, use the troubleshooting info starting on Page 2-342 of TM 9-2320-280-20-1 and Page 2-328 of TM 9-2320-387-24-1. If the proportioning valve is the culprit, replace it. Use NSN 4820-01-186-0822 to get the valve for basic HMMWVs.

For A1 and A2 HMMWVs, use proportioning valve, NSN 4820-01-359-9458. The ECV-series HMMWVs come with two proportioning valves. For the valve closest to the master cylinder, use NSN 2530-01-473-2724. For the other valve use NSN 4820-01-359-9458.



Do not try to save a "bad" valve by taking it apart and adjusting it. Any tampering ruins the calibration set at vthe factory.

When you replace the proportioning valve, add a light coat of lube, NSN 9150-00-273-2389, to the valve's electrical connector pins. A little lube heads off corrosion.


HMMWVs...
West Coast Mirror
FOR A CLEAR VIEW, USE NSN 2540-01-436-1626 TO GET ME A "WEST COAST" MIRROR KIT.
The mirror in this kit is larger than the older-style side view mirror, and also has a convex, wide-angle view area that improves the driver's field of view.
Use riveter, NSN 5180-01-201-4978, from the vehicle's special tools, to install the blind rivnuts that come with the kit. They provide the threaded holes for the bolts that hold the mirrors on the truck.
Mount new mirrors to windshield frame

NSN 2540-01-436-1626 for West Coast mirror kit
NSN 5180-01-201-4978 riveter to install blind rivet nuts with kit

M872-Series Semitrailers...

PLANS FOR STORAGE BOXES

Need new storage boxes or compartments for your M872-series semitrailer? Well, you've probably noticed that the vehicle's parts manual is no help, so listen up.

The boxes are not available through the supply system. They must be fabricated at your support shop.

TO GET PLANS FOR THE BOXES AND COMPARTMENTS, CONTACT AT TACOM's TRAILERS & TACTICAL FLEET ASSESSMENT GROUP.

Call: DSN 786-5281
Comm (586) 574-5281
Email:
©us.army.mil

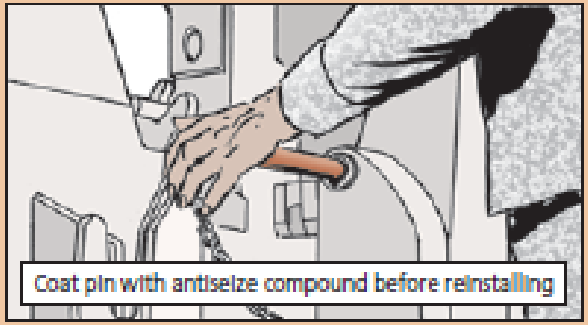
Or, write:
USA TACOM
ATTN: AMSTA-LC-CHT
6501 E 11 Mile Road
Warren, MI 48397-5000

PLS, HEMTT...

STUCK PIN WON'T PIVOT

Drivers, the load handling system (LHS) hook arm on your PLS or HEMTT won't be grabbing many loads if you don't keep its pin, NSN 5315-01-361-2721, lubed. Some of those pins are going unlubed so long that they have to be removed with a sledgehammer!

Just lube the pin according to App G in TM 9-2320-364-10 (Nov 05) and Page 3-2 of TM 9-2320-304-14&P (Aug 00 w/Ch 1, Sep 01). That means removing the pin, cleaning it, and giving it a coat of antiseize compound every 1,500 miles or semiannually, whichever comes first.


Coat pin with antiseize compound before reinstalling

Container Size	NSN 8030-
¼-lb	00-059-2761
½-lb	01-087-8254
1-lb	00-251-3980
2 ½-lb	00-597-5367
5-lb	00-286-5453

Before reinstalling the pin, eyeball the flat washer, NSN 5310-01-216-2799, and safety pin, NSN 5315-01-355-3744, that hold it in place. Replace them if they're missing or damaged.

Then, make sure you use a bore brush to clean out the bore where the pin goes. If you don't, all that old antiseize compound, along with any dirt and sand that has collected, will still be there. That newly lubricated pin won't last very long.

HEMTT...
Put a STOP to Rubbing Tires
BEFORE YOU CLIMB IN YOUR HEMTT AND HEAD OUT FOR THE DAY'S RUN, TAKE A LOOK AT THE INSIDE OF THE FRONT TIRES.
SEE ANY WEAR MARKS?
IF SO, REPORT IT.
FRONT TIRES THAT RUB AGAINST THE FRAME OR EQUALIZER BEAM DURING TURNS CAN EVENTUALLY WEAR ENOUGH TO CAUSE A BLOWOUT.
IT'S TIME FOR A WHEEL ADJUSTMENT. HAVE YOUR MECHANIC ADJUST THE TURN STOP BOLTS TO KEEP THE TIRES FROM HITTING ANYTHING DURING TURNS.

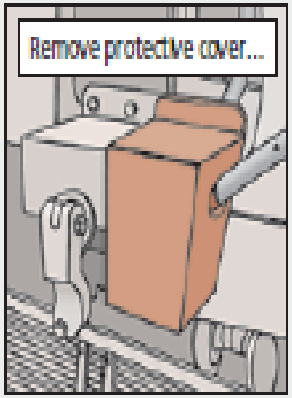
M939/A1/A2-Series Trucks...

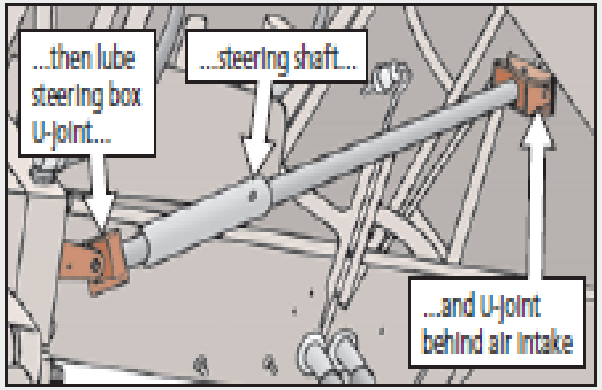
Steering Gear Shaft Lube

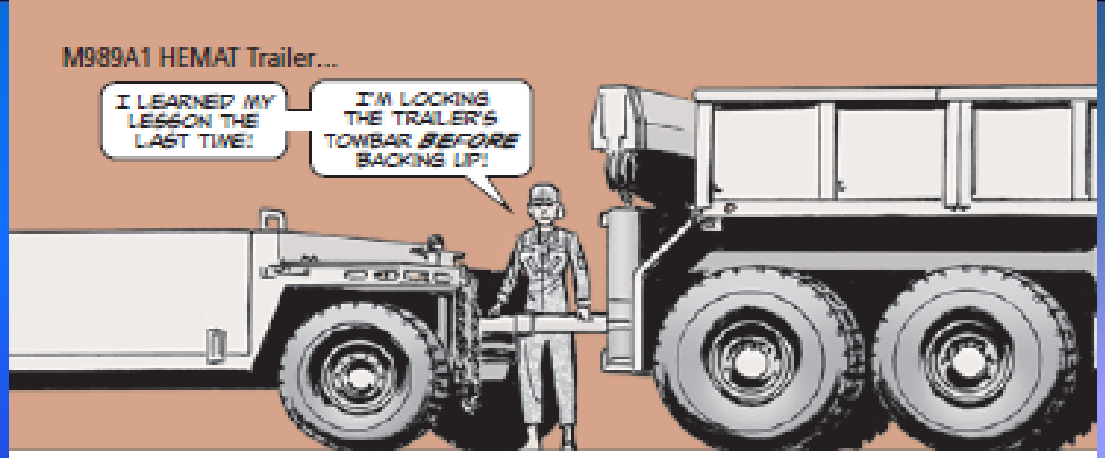
Hard or erratic steering usually means the grease fittings on the 5-ton's steering gear shaft need lube.

These fittings are overlooked. Especially overlooked is the one at the U-joint under the steering pump's protective box.

So make sure each fitting gets four or five shots of grease during scheduled service.







LOCK UP BEFORE YOU BACK UP

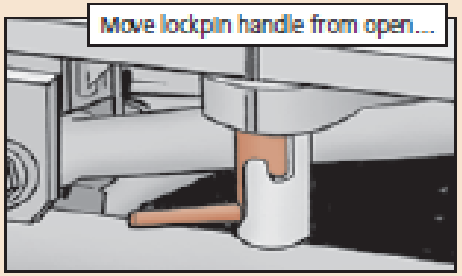
DRIVERS, DO YOU REMEMBER TO LOCK YOUR HEMAT TRAILER'S TOWBAR IN PLACE BEFORE YOU BACK UP?
IF NOT, YOU COULD CREATE A PROBLEM FOR YOUR UNIT THAT CAN EASILY BE AVOIDED.

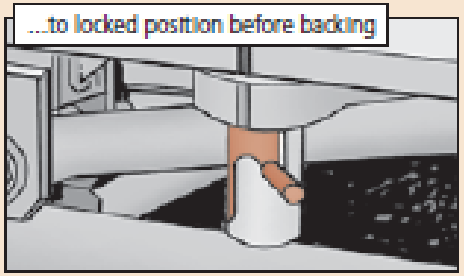
Not locking the tow bar in place can lead to damage to the trailer and the back of the truck when the trailer jackknifes. Your unit will end up replacing broken tow bar lock pins more often than necessary, too.

So **before** backing the trailer, get out of your truck and lock the trailer's towbar in place. Straighten the tow bar to get rid of the tension. Then remove the hitch pin, raise the lockpin handle, rotate it counterclockwise to the short slot, and replace the hitch pin. After that, get a couple of ground guides to help you back up.

If the hitch pin and chain are missing, replace them with NSN 4010-01-353-9428. You can also order the parts individually. The pin comes with NSN 5315-01-098-6455 and the chain with NSN 4010-01-353-9368.

When you're finished backing, unlock the towbar so you don't forget when it's time to move out again.





Vehicle Soft-tops, Covers and Tarps...

DRIPS CAN DRIVE YOU DAFFY

PICTURE THIS: YOU'RE IN A CONVOY, DRIVING ALL DAY THROUGH A STEADY DOWNPOUR.

IT'S TOUGH GOING: ROADS ARE SLICK; VISIBILITY'S BAD; NERVES ARE FRAYED.

JUST WHEN YOU THINK THINGS *CAN'T* GET WORSE–

BLIP

A COLD RAINDROP SPLASHES ON THE BACK OF YOUR NECK, FOLLOWED BY ANOTHER, AND ANOTHER.

SPLOSH

YOUR WORST FEARS HAVE COME TO PASS: YOUR CAB'S SOFT-TOP IS LEAKING.

FOR THE NEXT HUNDRED MILES YOU ENDURE THE SLOW TORMENT OF *DRIP, DRIP, DRIP* ON YOUR NECK, DOWN YOUR BACK, INTO YOUR TROUSERS.

YOU'VE NEVER FELT SO COLD, WET AND MISERABLE.

AND WITH EVERY MILE YOU COULD KICK YOURSELF FOR NOT HAVING PLUGGED THE SMALL HOLES AND TEARS THAT MADE YOUR SOFT-TOP A LEAKY SPIGOT.

NOW PICTURE A MORE PLEASANT SCENE: ONCE AGAIN YOU'RE IN A CONVOY, DRIVING THE SAME VEHICLE THROUGH THE SAME DOWNPOUR.

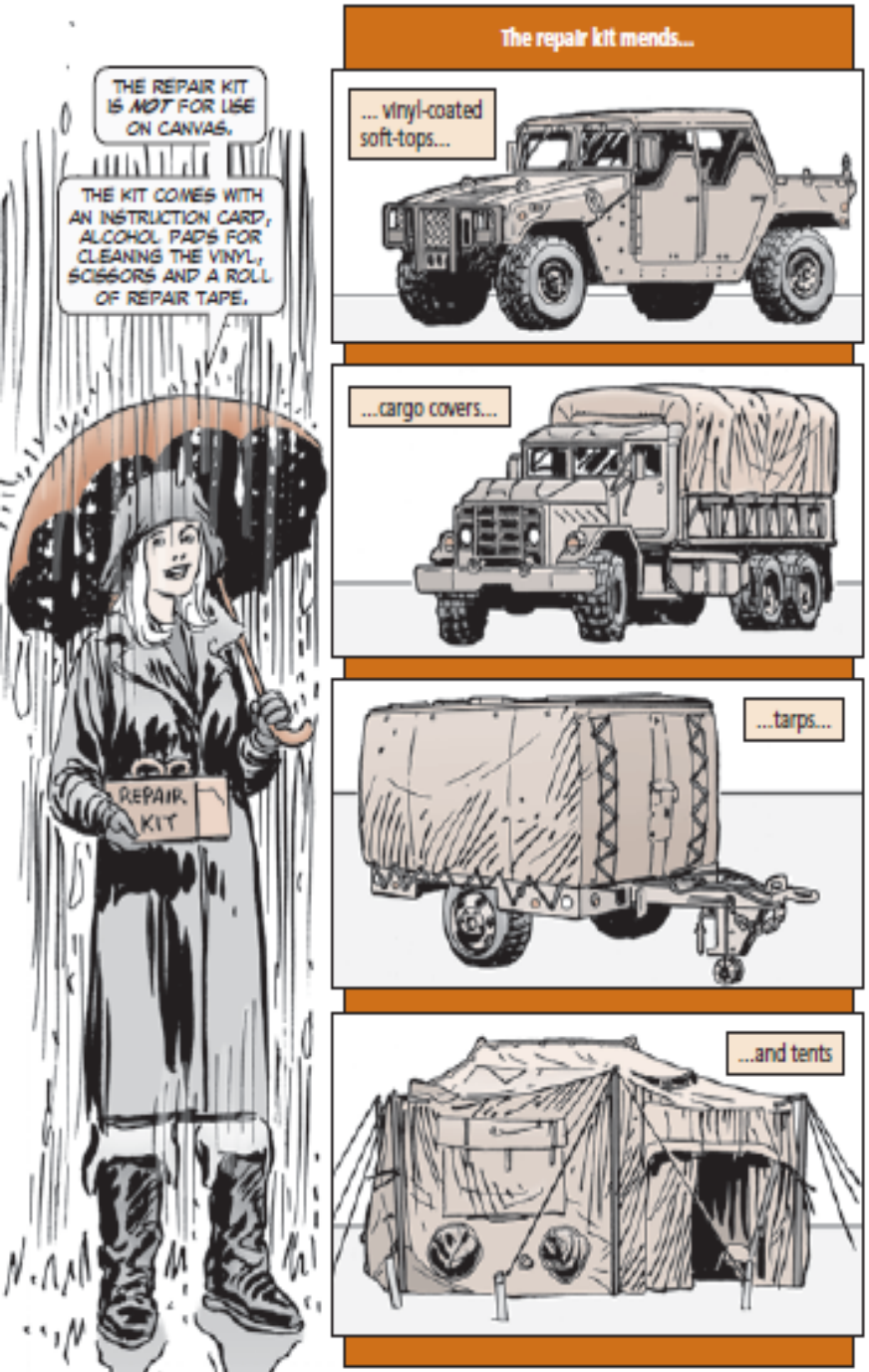
ONLY *THIS* TIME YOU INSPECTED THE SOFT-TOP *BEFORE* YOU LEFT THE GARRISON.

YOU FOUND THOSE PESKY HOLES AND TEARS, AND YOU PATCHED THEM FROM THE INSIDE WITH THE SOFT-TOP REPAIR KIT, NSN 2540-01-496-4442.

NOW, NO MATTER HOW HARD IT RAINS, YOUR CAB OFFERS SHELTER FROM THE STORM.

YOU'RE WARM, DRY AND COMFORTABLE.

PS MORE


THE REPAIR KIT IS NOT FOR USE ON CANVAS.
THE KIT COMES WITH AN INSTRUCTION CARD, ALCOHOL PADS FOR CLEANING THE VINYL, SCISSORS AND A ROLL OF REPAIR TAPE.
REPAIR KIT
The repair kit mends...
... vinyl-coated soft-tops...
...cargo covers...
...tarps...
...and tents

- Find the hole or tear on the **inside** of the fabric. Make all repairs on this side.
- Brush off loose soil or dirt from the area to be taped. Clean the area with an alcohol pad. Wipe a large enough surface so that the tape will fit well inside the cleaned area.

- Let the fabric dry.
- Spread the fabric on a flat surface.
- Cut the tape 2 inches longer than the hole you want to cover.
- Using the scissors, round off the four corners of the tape. Rounded corners make the tape less likely to peel off.
- Peel off the film liner from the tape as you apply the tape to the inside of the fabric.
- Press the tape firmly against the fabric. Allow the tape to set. The longer the better. Overnight is best, but give it at least 20 to 30 minutes.

Tentage Repair Kit

You can also mend vinyl-coated fabrics by using the updated tentage repair kit, NSN 8340-00-262-5767. The canvas sheets that originally came with the kit are no longer available. The Army has replaced them with 60-in polyester sheets for field repairs. They come in both green and tan. If you don't need the entire kit, order the sheets separately:

Sheet color	NSN 8305-01-238-
Green	0342
Tan	8076

The kit also comes with adhesive for applying polyester patches.

PS END

Have your mechanics blend in